

**Recommendation 1.5. Provide bicycle parking in public space.**

DDOT will continue to provide bicycle parking in public spaces throughout the District. DDOT should work with the Metropolitan Police Department (MPD) and security companies to reduce bike theft and damage at bicycle racks.



**Recommendation 1.6. Encourage bicycle parking in private space.**

DDOT will encourage building managers and property owners to provide bicycle parking as required by DC regulations. Bicycle parking must be provided in parking garages, and it must be designated by prominent signage. Zoning requirements for bicycle parking will be enforced.



**Supporting Recommendations**

**Recommendation 1.7. Establish a major bicycle station and an automated bicycle rental system.**

DDOT should work with WMATA, NPS, and private vendors to establish a bicycle station at Union Station. The bike station should have bike

retail, parking, storage, and rental opportunities. DDOT should also implement an automated bicycle rental system, with rental kiosks throughout the downtown area.



*A Bike Station in Palo Alto, California provides free guarded parking, bike rentals and other bicycle commuting services.*

**Recommendation 1.8. Upgrade and extend key existing trails.**

Upgrading old and sub-standard trails is critical to improving bicycle transportation and safety. Coordination between DDOT and NPS is essential for many of these projects. The following projects should be undertaken in future years (see Map 4. Trail Map):



*Many of DC's older trails, like the Rock Creek Trail, are in need of improvement.*

- Establish and upgrade two shared use path routes traversing the National Mall from the Theodore Roosevelt and Memorial Bridges to the Capitol

Grounds, one serving north side Mall destinations and one serving south side destinations.

- Upgrade portions of the Mount Vernon Trail, including George Washington Parkway crossings and Memorial Bridge access.
- Upgrade Rock Creek Trail between P Street and Broad Branch Road, including a new bridge south of the zoo tunnel.
- Upgrade the Suitland Parkway Trail and extend it to the Anacostia River Trail in the District and to the Naylor Road Metro Station and Andrews Air Force Base in Prince George's County.
- Upgrade the Watts Branch Trail.
- Upgrade the Oxon Run Trail and extend it to the Oxon Cove Trail.
- Pave and upgrade the Fort Circle Trail from Fort Dupont Park to the Watts Branch Trail near Fort Mahan.
- Construct a Piney Branch Parkway trail spur from Rock Creek Trail to Arkansas Avenue.
- Construct a sidepath and trail along M Street, SE and Virginia Avenue, SE connecting the Anacostia River Trail with "I" Street and Garfield Park.
- Construct a shared use path along Dalecarlia Parkway.

***Recommendation 1.9. Initiate focused trail planning efforts to eliminate gaps in the Bicycle Route Network and trail network.***

Through this and other planning efforts, key gaps in the bicycle network have been identified. Recent planning initiatives such as the Anacostia Waterfront Initiative, Fort Circle Parks General Management Plan, and the Potomac Heritage National Scenic Trail Plan have identified a number of new trail opportunities that could fill these missing links. Ongoing transportation and park planning projects in the following locations should include planning for trails and bikeways to ensure that bicycle network gaps are eliminated and trail system access is enhanced (see Map 4. Trail Map):

- Historic Anacostia: Utilize right-of-way along the abandoned railroad spur and/or adjacent street for a trail

alongside the Light Rail Line planned for the same corridor. This trail will link residential neighborhoods, schools, and metro stations along the east side of the Anacostia River and could be extended to St. Elizabeth's.

- Georgetown Waterfront: Develop a plan for connecting the Capital Crescent Trail to the Rock Creek Trail along the Georgetown waterfront.
- South Capitol Street/I-295 Corridor: Identify an efficient trail and bikeway alignment from the Capitol to Oxon Cove and to the bicycle facilities on the new Woodrow Wilson Bridge.
- New York Avenue Corridor: Plan for a trail or bikeway connecting Mt. Vernon Square to the National Arboretum, Fort Lincoln area, and Anacostia River Trail System in Prince George's County.
- Kennedy Center/Theodore Roosevelt Bridge: Improve trail and bicycle access around and to the Kennedy Center and the Theodore Roosevelt Bridge as part of the reconstruction projects for both entities.
- NE/NW DC and Military Road Crossing of Rock Creek Park: Develop the portion of the planned Fort Circle Parks Trail between Fort Lincoln and Fort Reno as a shared use path for bicycles and pedestrians.
- Kenilworth Park/Arboretum: Plan for a bridge or ferry crossing and associated trails, between Kenilworth Park and the National Arboretum connecting the Deanwood and Kingman Park neighborhoods. Seek an alignment and design that can be kept open beyond the Arboretum's 8 a.m. to 5 p.m. hours.
- Massachusetts Avenue Bridge: Provide bicycle trail access on and to the proposed bridge across the Anacostia River.
- Beach Drive in Upper Rock Creek Park: Plan for an improved bicycle connection between the north end of the Rock Creek Trail at Broad Branch Road and the south end of the Rock Creek Trail in Maryland. Beach Drive is dedicated to non-motorized traffic on weekends but bicycles must share this narrow road with motor vehicles on weekdays.